

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY	USSR (Ukrainian SSR)	REPORT	
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The following report on military installations in Feodosiya, including an airfield, an experimental torpedo boat plant, a submarine torpedo plant, and underground hangars

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STATE	X	ARMY	#	X	NAVY	X	AIR	15	FBI	AEC			
(Note: Washington distribution indicated by "X"; Field distribution by "#".)													

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MILITARY INSTALLATIONS IN FEODOSIYA, INCLUDING
AN AIRFIELD, AN EXPERIMENTAL TORPEDO BOAT PLANT,
A SUBMARINE TORPEDO PLANT, AND UNDERGROUND HANGARS

1. Described below are the points indicated on Sketch No. 1, Enclosure 1,
overlays of the map of Feodosiya (N 45-02, E 35-24); reference:

scale [redacted]
1:250,000.

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(1) Airfield where an unknown number of MIG jet planes were based. Entrance to the field was via an eight-to-ten-meter wide road which branched off the old Feodosiya-Yalta highway. This road, which was constructed after World War II, extended as far as Karagoz (N 45-05, E 35-10). Officers of all three arms of the service were based at this airfield. Passes had to be shown to a sentry before entering the airfield.

(2) South Point Experimental Torpedo Boat Plant, located about five kilometers from the village of Dalniye Kamyshi. The tests were performed in the Gulf of Feodosiya.

(3) A settlement consisting of small two-story hotels in which workers employed at the South Point Experimental Torpedo Boat Plant were housed.

(4) Location of large underground hangars, which may also have been used as warehouses. They were closely guarded by the MVD. Construction of these important hangars began at the end of World War II and was still in progress.

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[redacted] The construction workers, all of whom were assigned from Moscow, worked on three shifts and had to have special permission to transfer from one branch to another. On several occasions in 1954 and 1955 various people from Moscow visited the hangars.

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[redacted] To illustrate how important and well guarded the hangars were. [redacted] on one occasion one of a group of teen-aged ball players who entered the restricted area to recover a ball was shot by a guard.

(5) The Dvukh Yakornaya (Two Anchors) Submarine Torpedo Plant which was constructed after the war. [redacted] was an experimental plant since only about 2,000 employees worked here.

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(6) Two-lane, eight-to-ten-meter wide highway which followed the coastline from Feodosiya to Yalta. This was the only highway not designed for civilian needs. Construction on the road began in 1954 and, as of early 1957, the section from Feodosiya to Sudak (N 44-51, E 34-58) had been completed and was open to traffic. The roadbed was from 30 to 40 centimeters thick. Cement used in construction was shipped in by rail from Rumania and Saratov, the tar came from Simferopol, and stone, sand and other construction materials were obtained locally. Traffic was heaviest on Mondays,

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probably because a number of plants repaired their vehicles on Sundays. The highway was not guarded and there was no lighting system. [redacted] no plans to enlarge the road or to elevate it by building tunnels or high passes. No gasoline pumps or service stations had been set up along the Feodosiya-Yalta highway: gasoline was supplied at intervals of three months to all plants and concerns which owned vehicles, and each plant received its quota in one lot. The highway between Feodosiya and Kerch (N 45-23, E 36-26) was in bad condition, because the state made no effort to keep it in repair: one road worker was assigned to maintain a 15 to 20 kilometer stretch of highway.

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Restricted Zones

2. [redacted] Situated on a mountain behind the MVD headquarters in Feodosiya was a building [redacted] the general barracks for naval forces. (See point 14 on sketch No. 3, page 5.) The mountain was surrounded by an unknown number of different types of radar devices (see drawing of radar device on page 6).

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Miscellaneous Information

3. A large number of barges observed in the port of Feodosiya every winter served as floating warehouses to supply ships which could not enter the port. Toward the end [redacted] when a battleship exploded in Sevastopol (N 44-35, E 33-34), [redacted] The explosion was first thought to be an act of sabotage, but it was later reported that the battleship had hit a mine [redacted] in the port of Sevastopol. According to rumor, Nikita Khrushchev flew from Moscow to Sevastopol to get first-hand information about this case.

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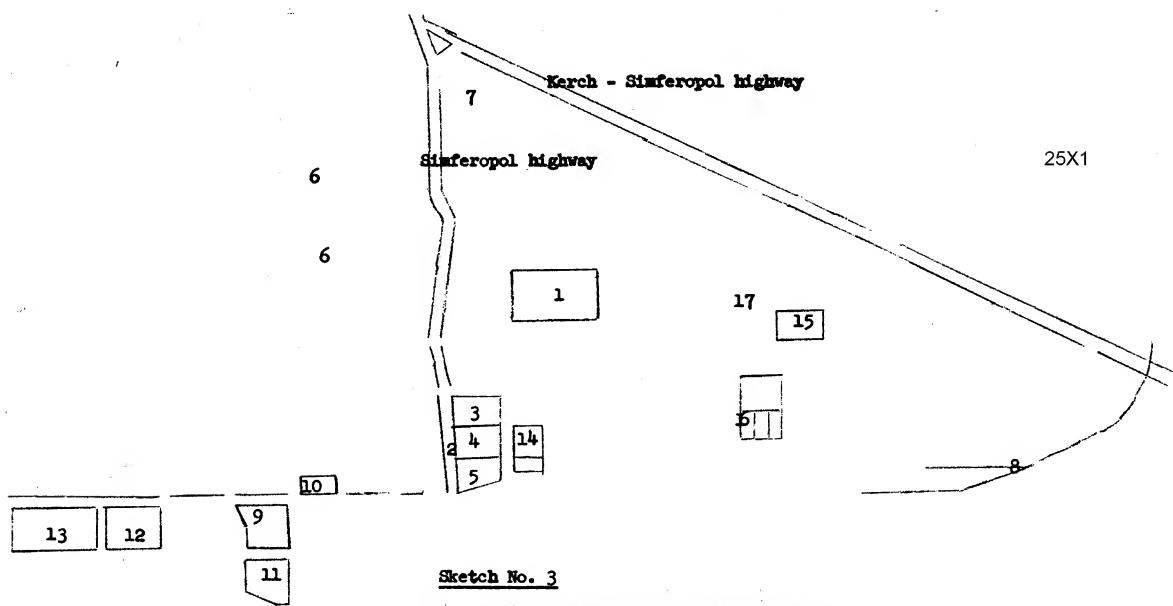
Legend for [redacted] sketch of Feodosiya (refer to sketch
No. 3, page 5):

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1. Naval plant
2. Sverdlova [redacted] 25X1
3. Naval Academy
4. School for children (both sexes)
5. Barracks for the MVD
- 6 and 7. Sites where houses for workers were being constructed
8. A dead-end track on which stood a four-car, coal-fed, so-called electric power train which supplied current for the city of Feodosiya. The cars were 30 to 40 meters long and about one-half meter higher than the railroad cars used on [redacted] railroads; they had two or three chimneys. This thermo-electric unit produced the steam to run the turbines which in turn produced the electric power. 25X1
9. A building, formerly a jail, where workers were billeted. All the inmates of the jail had been transferred to a prison in Simferopol in late 1955 or early 1956.
10. Headquarters of the Land Army (sic)
11. Hotel Astoria
- 12.) A naval academy was located at either point 12 or 13, [redacted] 25X1
- 13.) [redacted]
14. General barracks for naval personnel
15. Area where a tank brigade or division was based
16. Dwelling site
17. Dwelling site

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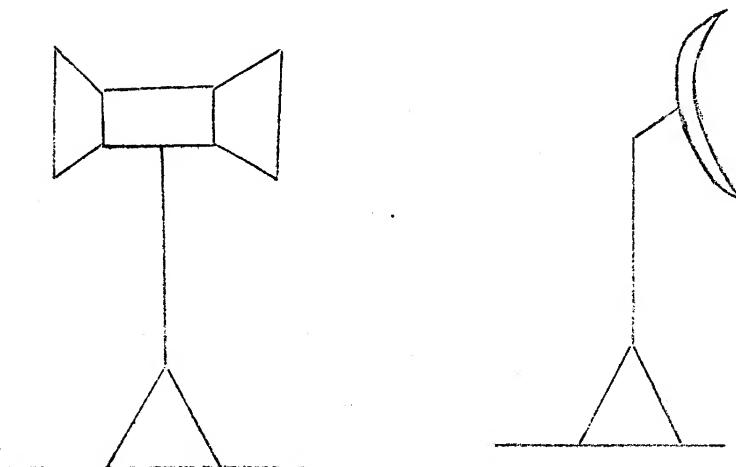


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Sketch No. 2

Types of radar device which surrounded a
mountain in Feodosiya (Refer to paragraph 2 of text)



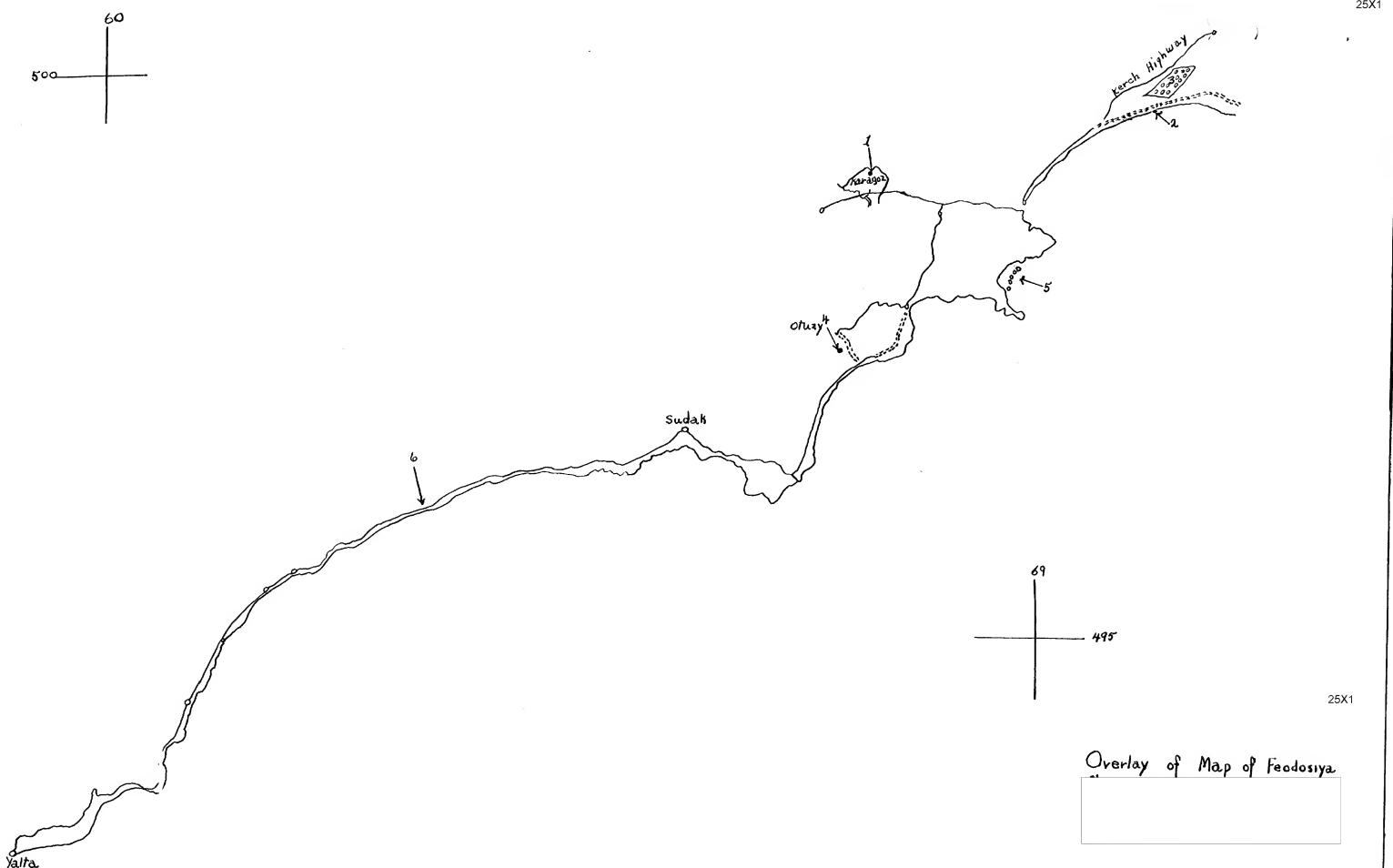
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6
Enclosure 1

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Overlay of Map of Feodosiya

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